

**VERSION WITH MARKINGS TO SHOW CHANGES MADE****In The Claims**

2. (Amended) The method of claim 1 wherein setting [a] the maximum allowed vehicle deceleration based on the vehicle speed includes adjusting the maximum allowed vehicle deceleration in an inverse relationship to the vehicle speed.

5. (Amended) The method of claim 2 wherein the maximum allowed vehicle deceleration is [capable of varying] continuously variable.

6. (Amended) The method of claim 5 wherein the maximum allowed vehicle deceleration [is capable of varying] varies in a range between about 0.2 g and about 0.3 g.

9. (Amended) In an adaptive speed control system for a vehicle, a system for controlling vehicle deceleration, the system comprising:

a receiver [capable of] for receiving an input signal indicative of a speed of the vehicle; and

a controller [capable of] for setting a maximum allowed vehicle deceleration based on the vehicle speed.

10. (Amended) The system of claim 9 wherein, to set [a] the maximum allowed vehicle deceleration based on the vehicle speed, the controller is [capable of] also for adjusting the maximum allowed vehicle deceleration in an inverse relationship to the vehicle speed.

11. (Amended) The system of claim 10 wherein, to adjust the maximum allowed vehicle deceleration, the controller is [capable of] also for decreasing the maximum allowed vehicle deceleration as the vehicle speed increases.

12. (Amended) The system of claim 10 wherein, to adjust the maximum allowed vehicle deceleration, the controller is [capable of] also for increasing the maximum allowed vehicle deceleration as the vehicle speed decreases.

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13. (Amended) The system of claim 10 wherein the maximum allowed vehicle deceleration is [capable of varying] continuously variable.

14. (Amended) The system of claim 13 wherein the maximum allowed vehicle deceleration [is capable of varying] varies in a range between about 0.2 g and about 0.3 g.